

U. S. NAVAL AVIATION SAFETY CENTER
U. S. NAVAL AIR STATION
NORFOLK, VIRGINIA 23511

NASC/kn
Ser 131/723
28 June 1966

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES

From: Commander, U. S. Naval Aviation Safety Center
To: Commanding Officer, Marine Fighter-Attack Squadron FIVE ONE THREE
Subj: VMFA-513 AAR ser 1-66A concerning F-4B BuNo 148404 accident
occurring 24 February 1966, pilot ZOBENICA

(b) (5)



Paul D. Buie
PAUL D. BUIE

Copy to:
CNQ (Op-05F)
NAVAIRSYSOMHQ (AIR 4042) (2)
CMC (AAP)
COMNAVAIRLANT
CGFMFLANT
CGSECONDMAW
CG MCAS CHERRY PT
CO MAG-24
BUWPSREP ST LOUIS

ORIGINAL

14/843/at
16 May 1966

FIFTH ENDORSEMENT on VMFA-513 AAR Serial 1-66A, concerning F-4B,
BuNo 148404, accident occurring 24 February 1966, pilot ZOBENICA

From: Commanding General, Fleet Marine Force, Atlantic
To: Commander, U. S. Naval Aviation Safety Center

Subj: VMFA-513, AAR 1-66A, forwarding of

(b) (5)

A. L. Bowser
A. L. BOWSER

Copy to:
NAVAVNSAFECEN (2)
NAVAIRSYSCOM
CMC (AAP)
COMNAVAIRLANT
CG 2DMAW
CG MCAS CHERPT
CO MAG-24
CO VMFA-513
NAVAIRSYS REP ST. LOUIS

SPECIAL HANDLING REQUIRED IAW PAR 66 OF OPNAVINST P3750.6E

24 ORIGINAL

ORIGINAL

42:WTW:rar

3750

16 April 1966

FOURTH ENDORSEMENT on VMFA-513 AAR Serial 1-66A, concerning F-4B, BuNo 148404, accident occurring 24 February 1966, pilot ZOBENICA

From: Commanding General, 2d Marine Aircraft Wing
To: Commander, U. S. Naval Aviation Safety Center
Via: Commanding General, Fleet Marine Force, Atlantic

Subj: VMFA-513, AAR 1-66; forwarding of

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

42:WTW;rar
3750

(b) (5)

G. S. Bowman Jr
G. S. BOWMAN, Jr.

Copy to:
NAVAVNSAFCE (2)
BUWEPS (C-13)
CMC (AAP)
COMNAVAIRLANT
CG FMFLANT
CG MCAS CHERPT
CO MAG-24
CO VMFA-513
BUWEPS REP St. Louis
File

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

105:JLP:rar
3750

7 APR 1966

THIRD ENDORSEMENT on VMFA-513 AAR Serial 1-66A, concerning F-4B, BuNo 148404, accident occurring 24 February 1966, pilot ZOBENICA

From: Commanding General, Marine Corps Air Station, Cherry Point, N. C.
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Commanding General, 2d Marine Aircraft Wing
(2) Commanding General, Fleet Marine Force, Atlantic

Subj: VMFA-513, AAR 1-66, forwarding of

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

106:JLP:rar
3750

(b) (5)

General. Underway

Copy to:
NAVAVNSAFECEN (2)
BUWEPS (C-13)
CMC (AAP)
COMNAVAIRANT
CG FMFLANT
CG 2dMAW (2)
CO MAG-24
CO VMFA-513
BuWeps Rep St. Louis
File

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

ORIGINAL

31 March 1966

FIRST SUPPLEMENTARY REPORT on VMFA-513 AAR Serial 1-66A, 24 Feb 66,
F4B BuNo 148404, Pilot ZOBENICA

From: Senior Member of Aircraft Accident Board
To: Commander, U. S. Naval Aviation Safety Center

Subj: First Supplementary Report on VMFA-513, AAR Serial 1-66A, 24 Feb 66,
F4B BuNo 148404, Pilot ZOBENICA

Ref: (a) Second Endorsement on VMFA-513 AAR Serial 1-66A, 24 Feb 66,
F4B BuNo 148404, Pilot ZOBENICA
(b) OPNAV INST 3750.6E

Encl: (1) Statement of Second Lieutenant G. C. MEYERS (b) (6) 6802 USMC

(b) (5)

E. W. MILLER
Senior Member

DISTRIBUTION:

NAVAVNSAFCE 2
BUWEP 1
CMC (CODE AAR) 1
COMNAVFLANT 1
CG FMFLANT 1
CG 2D MAW 2
CG MAG-24 1
CG MCAS CHERPT 1
BUWEP REP ST LOUIS 1
CG VMFA-513 1

ORIGINAL

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6E

ORIGINAL

(b) (5)

DISTRIBUTION

NAVAVNSAFECN	2
WNEPS	1
CODE MAP	1
WVS REP. ST. LOUIS	1
MAN	2
FMFLANT	1
NCAS CHERRY POINT	1
VMFA-513	1
FILE	1

H. J. Finn
H. J. FINN

ORIGINAL

SECOND ENDORSEMENT ON VMFA-513 AAR Serial 1-66A 24 Feb 1966 F4B BuNo 148404
Pilot ZOBENICA

28 Mar 1966

From: Commanding Officer, Marine Aircraft Group 24
To: Commander, U. S. Naval Aviation Safety Center

Via: (1) Commanding General, Marine Corps Air Station Cherry Point
(2) Commanding General, Second Marine Aircraft Wing
(3) Commanding General, Fleet Marine Force, Atlantic

Subj: Aircraft Accident Report, forwarding of

(b) (5)



GMC:nrr
3750
18 March 1966

FIRST ENDORSEMENT on VMFA-513 AAR Serial 1-66A, 24 February 1966, F4B
BuNo 148404, Pilot ZOBENICA

From: Commanding Officer, Marine Fighter/Attack Squadron 513
To: Commander, U. S. Naval Aviation Safety Center
Via: (1) Commanding Officer, Marine Aircraft Group 24
(2) Commanding General, Second Marine Aircraft Wing
(3) Commanding General, Fleet Marine Force, Atlantic

Subj: Aircraft Accident Report; forwarding of

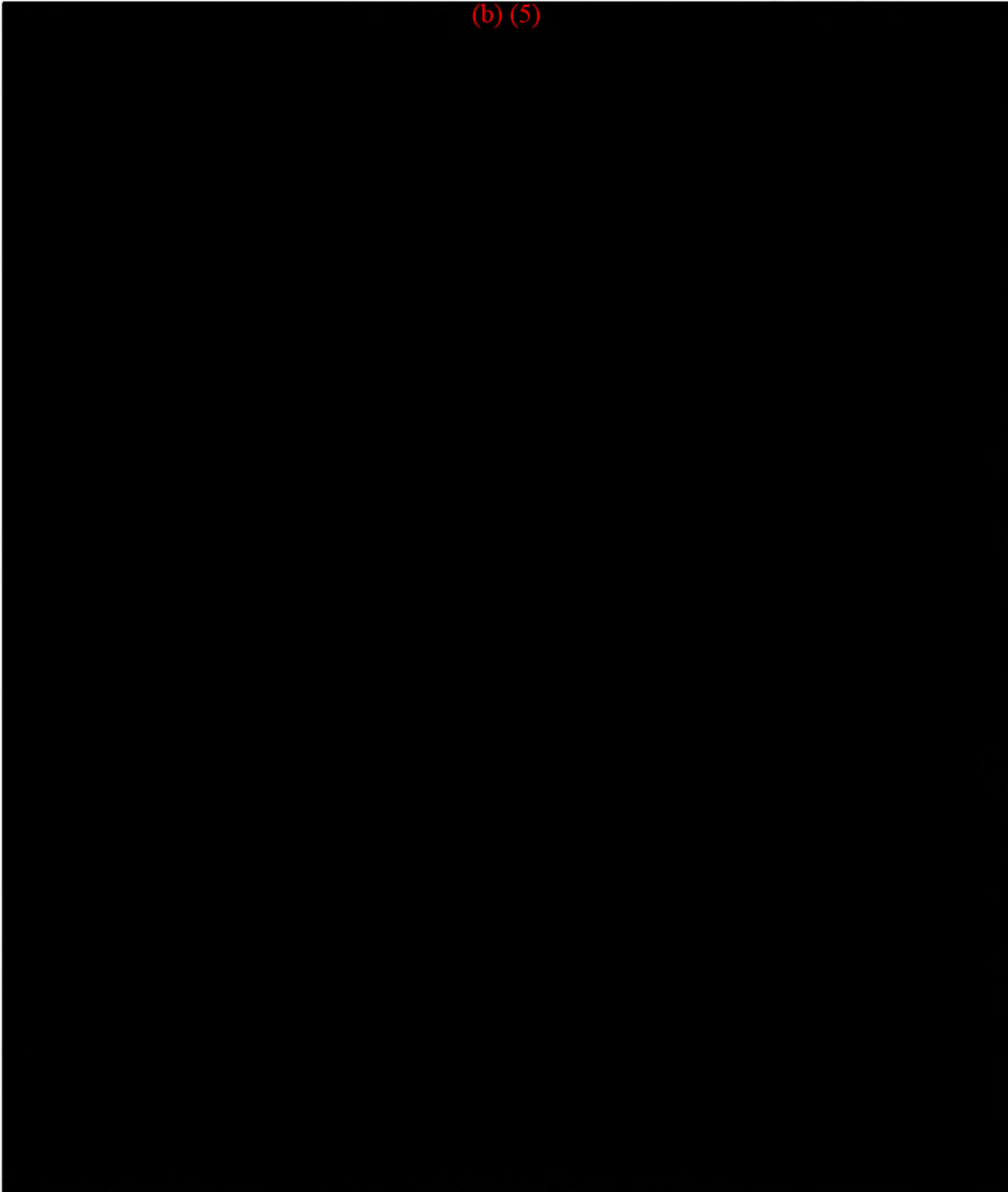
Ref: (a) OPNAVINST P3750.6E

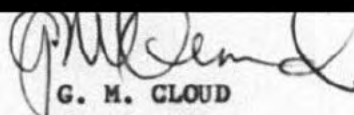
(b) (5)



GMC/nrr
3750

(b) (5)




G. M. CLOUD

REPORT SYMBOL DUNEPS 4730-2

REQUESTING ACTIVITY
BUWEPS PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
BWFRRLANT
COMNAVAIRLANT
NATSF
NAVAYNSAFECEN
COMFAIR
BWR ST LOUIS
CG FMFLANT
CG SECOND MAW
MARAIRGRU TWO FOUR

AAR
2.25.66

1. OVERHAUL ACTIVITY MCAS CHERRY POINT		2. REPORT NO. 021 ITEM 3	3. DATE OF D/I 14 MAR 66	4. ASSEMBLY NOMENCLATURE AND PART NO. F/N SLZ 9170A ANGLE OF ATTACK TRANSMITTER		5. OVERHAUL
5. ASSEMBLY (Model)		6. ASSEMBLY (Serial) AFE 322	7. ASSEMBLY MFR 10639	8. DATE REMOVED	9. REMOVED FROM (Eng No)	10. REMOVED FROM (Eng Ser)
11. TOTAL HRS SINCE REV UNK	12. HRS SINCE LAST O/H UNK	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY MCAS CHERRY POINT		15. NO. PREV O/H'S	16. AIRCRAFT (Model) F-4B
17. AIRCRAFT (SERIAL) 148404		18. OPERATING ACTIVITY VMFA 513		19. PUR - EPN - AAR - I/PN/DA		20. REASON FOR REMOVAL AND CODE ACCIDENT DAMAGE 4B
21. FINDINGS <input checked="" type="checkbox"/> NO DISCREPANCY <input type="checkbox"/> BASIC (MFR/DESIGN) DISCREPANCY <input type="checkbox"/> NON-BASIC (MAINT/OPER) DISCREPANCY <input type="checkbox"/> FOREIGN OBJECT DAMAGE		22. PRIMARY PART FAILURE (Part No.)		23. DISCREPANT PARTS (Part No.)		24. PERTINENT BULLETINS, QUOTES, ETC., INCORPORATED
25. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure) BWFRRLANT CONTROL NR. F4-20-66 MATERIAL RECEIVED 12 MAR 66						
26. FAILURE ANALYSIS 26.1 AOA TRANSMITTER, P/N SLZ 9170A, COULD NOT BE FUNCTIONALLY TESTED DUE TO DAMAGED CONDITION. AN INTENSIVE VISUAL INSPECTION AND AN INDIVIDUAL TEST OF ALL COMPONENTS NOT IMPACT DAMAGED WERE PERFORMED. ALL COMPONENTS NOT IMPACT DAMAGED TESTED SATISFACTORILY.						
27. CONCLUSIONS 27.1 ALL AVAILABLE EVIDENCE INDICATES AOA TRANSMITTER WAS OPERATING PROPERLY PRIOR TO IMPACT.						
28. RECOMMENDATIONS 28.1 NONE						
29. PRIORITY						
30. REQUESTED BY VMFA 513 020005Z MAR.		31. REFERENCE BWFRRLANT 022000Z MAR.		32. APPLICABLE INCORPORATED		33. DATE 25 MAR 66
34. SIGNATURE (b) (6)		35. TITLE ELECTRONICS DEVELOPMENT TECH.		36. DATE		

DISASSEMBLY AND INSPECTION REPORT NAVJEPs FORM 4730-2 (11-61)

REPORT SYMBOL BUMPS 4730-2

DISTRIBUTION:

REQUESTING ACTIVITY
BUWEPs PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
BWFRRLANT
COMNAVAIRLANT
NATSF
NAVAVNSAFECEN
COMFAIR
BWR ST LOUIS
CG FMFLANT
CG SECOND MAW
MARAIRGRU TWO FOUR

1. OVERHAUL ACTIVITY MCAS CHERRY POINT		2. REPORT NO. 021 Item 4	3. DATE OF O/I 14 Mar 66	4. ASSEMBLY NOMENCLATURE AND PART NO. P/N 42400-87-1 Central Air Data Computer		ENGINE
5. ASSEMBLY (Model)		6. ASSEMBLY (Serial) 91-106	7. ASSEMBLY MFR 70210	8. DATE REMOVED —	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
11. TOTAL HRS SINCE NEW UNK	12. HRS SINCE LAST O/H UNK	13. DATE LAST O/H 11-16-64	14. LAST OVERHAUL ACTIVITY MCAS, Cherry Point		15. NO. PREV O/H'S —	16. AIRCRAFT (Model) F4-B
18. OPERATING ACTIVITY VMFA 513		19. FUR - EPR - AAR - I/PN/GA	20. REASON FOR REMOVAL AND CODE Accident Damage 4B			
21. FINDINGS <input checked="" type="checkbox"/> NO DISCREPANCY <input type="checkbox"/> BASIC (MFG/DESIGN) DISCREPANCY <input type="checkbox"/> NON-BASIC (MAINT/OPER) DISCREPANCY <input type="checkbox"/> FOREIGN OBJECT DAMAGE			22. PRIMARY PART FAILURE (Part No.) COND. ZONE			
26. DESCRIPTION OF FINDINGS (include name and part no. of primary part failure) BWFRRLANT CONTROL NR. F4-20-66 MATERIAL RECEIVED 12 Mar. 66 FAILURE ANALYSIS 26.1 (See Reverse Side)			23. DISCREPANT PARTS (Part No.) COND.			
27. CONCLUSIONS 27.1 (See Reverse Side)			24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED			
28. RECOMMENDATIONS 28.1 None			25. OVER 114 APPLICABLE INCORPORATED X			
29. REQUESTED BY <input checked="" type="checkbox"/> PRIORITY DIR VMFA 513 020005Z Mar.		REFERENCE BWFRRLANT 022000Z Mar.		30. DATE 28 Mar. 66		
30. SIGNATURE (b)(6)		31. TITLE Electronics Development Tech.				

DISASSEMBLY AND INSPECTION REPORT NAVJEPs FORM 6730/2 (11-61)

REPORT SYMBOL BUWEPs 6730-2

DISTRIBUTION:

REQUESTING ACTIVITY
BUWEPs PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
BWFRRLANT
COMNAVAIRLANT
NATSF
NAVAVNSAFECEN
COMFAIR
BWR ST LOUIS
CG FMFLANT
CG SECOND MAW
MARAIIRGRU TWO FOUR

FAILURE ANALYSIS

26. DESCRIPTION OF FINDINGS:

26.1 CADC, P/N 42400-87-1, was tested in accordance with NW 01-245FDB-2-4.2 Air Data Computer Bench Check Procedure.

No deviations, from the test procedure, were observed below 7,500 Feet.

Potentiometer output checks in accordance with Table 4-1 were satisfactory except that outputs 1a and 2 in Potentiometer Test Problem No. 10 (at 58,000 feet), revealed Ratiometer readings of 175 LOW and 42 HIGH, respectively. Correction was obtained by adjustment of True Static Pressure Resistor Assembly (Potentiometer) P/N 534908.

True air speed readings (Table 4-1, Problem 8) at 37,000 and 46,000 Feet were 6 and 11 Knots LOW, respectively. Correction was obtained by adjustment of R30 Trim Pot, P/N 300-106H102.

Compensator Operation Test was performed to check the Static Pressure Compensator (SPC) ability to operate with Static Pressure 8,000 Feet above Ambient Pressure at the Jet Pump Exhaust. The Static Correction OFF Light came on at 7,500 Feet instead of 8,000 Feet. Correction was obtained by adjustment of Jet Pump P/N 24338.

27. CONCLUSIONS:

27.1 Since adjustment of CADC Static Pressure was only required above 7,500 Feet Test Altitude, Altitude indications below 7,500 Ft. are concluded to be correct.



RAFT ACCIDENT REPORT

AV FORM 3750-1A (Rev. 3-63) Page

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective 1-63 edition

OPNAV REPORT 3750-1

PART 1 GENERAL

SECTION A IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO VMFA-513	2. SERIAL NO 1-66A	3. DTG (LOCAL) OF MISHAP 241833R Feb	4. MODEL AIRCRAFT F-4B	5. BUREAU NUMBER 148404
6. TO: Commander, Naval Aviation Safety Center		9. LOCATION OF MISHAP 140° RAD, 1 3/4 NM Cherry Point Tacan		10. DAMAGE ALFA
7. VIA: CO, VMFA-513	8. * 11. TIME OF DAY Night	12. TIME IN FLIGHT 01 + 54	13. FLIGHT CODE 1A2	
CO, MAG-24	14. CLEARED FROM MCAS CherPt NC TO: MCAS CherPt NC			
CG, 2dMAW	15. TYPE CLEARANCE DD 175	16. AIRSPEED 156 KTAS	17. A/C WEIGHT 1bs	
CG, FMFLant	18. BRIEF DESCRIPTION OF MISHAP Aircraft collided with ground on GCA Approach.		19. ELEVATION AT TIME OF MISHAP Approx. 50' TERRAIN 0'	
20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) None				

FACTOR

FACTOR

FACTOR

(b) (5)

1. NAME (Last, first, & middle initial) PILOT (at controls at time of mishap) ZOBENICA, Ronald M.	2. GRADE 1stLt	3. FILE NUMBER (b) (6)	4. DESIG 7398	5. BRANCH OF SERVICE USMC	6. POST (b) (6)	7. YEARS 7 mo.	8. RILET Pilot	9. POSITION Cockpit	10. BUREAU D
CO-PILOT (Identify & submit separate page 1) N/A									

SUMMARY DATA

ITEM			ITEM		
11. ALL MODELS		362	17. CY LANDINGS DAY/NIGHT	ALL	7 / 0
12. ALL MODELS IN LAST 12 MONTHS		198	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		26	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	4 / 6
14. ALL SERIES THIS MODEL	A/C	26	20. NIGHT HOURS LAST 3 MONTHS	ALL	2 / 0
	OFT/CPT	24 / 0		IN MODEL	2 / 0
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	26	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		325
	OFT/CPT	24 / 0	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	21Feb66
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	26		DURATION	2
	OFT/CPT	24 / 0	24. TYPE INSTRUMENT CARD		Standard
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK N/A					

25. NAME (Last, first, & middle initial) MILLER, Robert D. RIO	26. GRADE NO	27. BRANCH OF SERVICE Major	28. DESIG USMC	29. FILE NUMBER (b) (6)	30. UNIT VMFA-513	31. RILET G	32. POSITION RIO	33. BUREAU Cockpit
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PART II MAINTENANCE, MATERIAL, AND FACILITIES

1. DATE OF MANUFACTURE		2. FLIGHT HRS. SINCE ACCEPTANCE		3. NO. OF PAR/OVERHAUL		4. MONTHS SINCE LAST PAR/OVERHAUL		5. FLT. HRS. SINCE LAST PAR/OVERHAUL		6. LAST/PAR OVERHAUL ACTIVITY		7. TYPE OF LAST CHECK PERFORMED		8. FLIGHT HOURS SINCE LAST CHECK		9. DAYS SINCE LAST CHECK			
A. AIRCRAFT HISTORY																			
1. ENGINE MODEL		2. ENGINE SERIAL NUMBER		3. FLIGHT HRS. SINCE ACCEPTANCE		4. NUMBER OF OVERHAULS		5. WAS DIR. REQUESTED?		6. FLT. HRS. SINCE LAST OVERHAUL		7. LAST OVERHAUL ACTIVITY		8. TYPE OF LAST CHECK PERFORMED		9. FLIGHT HOURS SINCE LAST CHECK		10. DAYS SINCE LAST CHECK	
(1)																			
(2)																			
(3)																			
(4)																			
B. ENGINE HISTORY																			
1. COMPONENT INVOLVED NOMENCLATURE				2. MANUFACTURER'S PART NUMBER				3. TOTAL HRS. ON PART		4. NO. OF OV-HAULS		5. HOURS SINCE LAST OVERHAUL		6. OVERHAUL ACTIVITY		7. WAS DIR. REQUESTED?		8. SER. NO. FUR/AMPEUR	
(1)																			
(2)																			
(3)																			
(4)																			

PARTS REPAIRED				PARTS REPLACED			
PART NUMBER		NOMENCLATURE		PART NUMBER		NOMENCLATURE	
3. DIRECT MANHOURS INVOLVED							
C. INCIDENTS & CAUSE							

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)															
AT TIME OF FLAMEOUT		1. ALTITUDE		2. IAS		3. RPM		4. EGT		5. MANEUVER AT TIME OF FLAMEOUT		6. FUEL FLOW		7. ATTITUDE	
8. G FORCES		9. RELIGHT		10. ALTITUDE		11. IAS		12. MAX EGT		13. FUEL CONTROL		14. NO. RELIGHT ATTEMPTS			
<input type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED										<input type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL					
INTENTIONAL SECURE		15. ENGINE SYMPTOMS				16. CAUSE OF SYMPTOMS									
RECIPROCATING ENGINE FAILURE															
17. ALTITUDE		18. IAS		19. ATTITUDE		20. RPM		21. MAP		22. TORQUE/BHP		23. FUEL FLOW PRESSURE		24. OIL PRESSURE	
INTENTIONAL SECURE		25. ENGINE SYMPTOMS				26. CAUSE OF SYMPTOMS									

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPFUR SERIAL NUMBER
2. DIR MESSAGE REQUEST DATE-TIME GROUP
3. OTHER
4. Preliminary message of Aircraft Accident DTG 250331Z Feb
5. Supplementary message of Aircraft Accident DTG 252323Z Feb

Info NASC on DIR request. See para. 38 OPNAVINST 3750.6

AIRCRAFT ACCIDENT REPORT

OPNAV FORM 3750-1A (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with

Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

OPNAV REPORT 3750-1

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP		9. LAUNCHING BRIDLE AND BRIDLE ARRESTER	
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED					
11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.					
12. ENGAGED	13. DECK RUNOUT (FEET)	14. RAM TRAVEL (INCHES)	15. CONTROL VALVE SETTINGS		16. COMMENTS (for cable failures specify no landings and months in service)
			CONSTANT PRESSURE		
			CONSTANT RUNOUT (WT. LBS.)		
			RATIO		
DECK PENDANT					
DECK PENDANT					
BARRIER/BARRICADE					
FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)					
1. DATE DEPLOYED CONUS		3. DAY HOURS/LANDINGS SINCE DEPLOYMENT		4. DAY HOURS/LANDING LAST 30 DAYS	
2. NO. DAYS OPERATING PERIOD		6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT		7. NIGHT HOURS/LANDINGS LAST 30 DAYS	
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED					
WEATHER AT SCENE OF MISHAP					
1. CEILING W2F	2. VISIBILITY 1/2 mi	3. RELATIVE WIND DIRECTION AND VELOCITY		4. TEMPERATURE RUNWAY 45 OUTSIDE AIR 45	5. DEW POINT 45
6. ALTIMETER SETTING 29.95					
7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate) Light Drizzle					

PART III ADDITIONAL INFORMATION					
PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION	
				2CC NAVAVNSAFECN DIRECT (AAR)	
				1CC BUWEPS DIRECT (AAR)	
				1CC CMC (CODE AAP)	
				1CC COMNAVIAIRLANT	
				1CC BUWEPS RER	
				ST LOUIS	
				1CC CG FMFLANT	
				2CC CG 2DMAW	
				1CC CO MAG-24	
				1CC VMFA-513	
3. GOVERNMENT PROPERTY			4. PRIVATE PROPERTY		
ST DAMAGE TO: None			None		
			5. DATE SUBMITTED TO CO 16 March 1966		

PART IV SIGNATURES OF THE BOARD

(b) (6)

VMFA-513, Ser 1-66, 24 Feb 1966, F4B, BuNo 148404, Pilot ZOBENCICA

THE ACCOUNT

PART V - The Accident

The accident occurred on 24 February 1966. Lt ZOBENCICA and Major MILLER were scheduled by the operations officer of VMFA-513 for an authorized Phase I, Navigation training flight at 1400 on 24 Feb 1966. Lt ZOBENCICA briefed the flight, in accordance with squadron policy, utilizing the Marine Fighter/Attack Squadron-513 local area navigation instrument training mission and was filed by DD-175, enclosures (2), (3), (10) and (11). All phases of the mission including NATOPS and emergency procedures were (b) (5) reviewed. Aircraft assigned was WF-11. Start and taxi were normal. Clearance was received as requested, enclosure (10).

(b) (5)

The route of flight was flown as requested. Jacksonville Center cleared WF-11 for a Tacan 2 approach at Myrtle Beach Air Force Base. A radar approach was requested in lieu of the Tacan 2 due to the fact the aircrew did not have exposure suits donned and the Tacan 2 initial approach fix was over water. An idle descent into Myrtle Beach from 45 miles was commenced and (b) (5)

(b) (5)
Myrtle Beach was advised that the weather was below that which was received upon first contact with approach control.

WF-11 proceeded direct toward Wilmington Tacan. A frequency change to Washington Center was accomplished and a clearance was received from 20 N.M. south of Wilmington Tacan to proceed direct to the Cape Lookout DME Fix and to switch to Cherry Point approach control. The frequency change was made and contact established with Cherry Point approach. A complete commentary after contact with approach control is contained in enclosure (6).

The present Cherry Point weather was requested and received as, "sky partially obscured, measured ceiling three hundred overcast, visibility three quarters very light drizzle and fog, over." A radar approach from present position direct Cherry Point with a GCA pick up was requested in order to save fuel. A radar vector and descent was given and rogered for. Request to check the weather again was made by WF-11.

Two subsequent transmissions were received by WF-11, that aerology was reporting one half mile visibility and that an F-10 had just landed and reported he had broken out at two hundred feet but gave no visibility report. These were rogered for and WF-11 asked for a check on ceiling and weather again. Approach control gave Oceana weather. WF-11 rogered and requested Seymour Johnson weather. Approach control gave WF-11 one to two hour old weather and advised that they were checking aerology at that time. WF-11 rogered the transmission.

Approach control advised that "Major (b)(6)" requested fuel state. Major (b)(6) is the squadron S-3 Officer. Lt ZOBENICA replied that fuel state was sixty one hundred pounds. He also advised approach he was at idle and when he was given his GCA to advise the controller to get them in ASAP in order to conserve fuel in the event he would have to think of diverting. The approach controller ask Lt ZOBENICA to repeat his request. Lt ZOBENICA's reply was "Roger on this GCA would you - Ah - don't box us around if you don't have to. Get us in there ASAP please," enclosure (6).

Approach control rogered and requested altitude of WF-11. Lt ZOBENICA reported out of thirteen thousand five hundred. He was advised he had twelve miles to reach three thousand feet and ask if he would be able to do that. Lt ZOBENICA replied that he would sure give her a go and reported at sixteen now. Approach rogered and advised they might have to take WF-11 across the on course and dog leg them back. Lt ZOBENICA rogered.

Routine transmissions followed and WF-11 was passed to feeder control. GCA minimums were given to WF-11 and repeated by Lt ZOBENICA. A special weather report was given as partial obscuration, measured three hundred overcast with one half mile visibility in light drizzle and fog. These were rogered and repeated by Lt ZOBENICA.

Feeder control requested WF-11 altitude and it was reported as five thousand feet. Feeder control advised Lt ZOBENICA that he would take him across the on course and bring him back in order for him to get down to altitude. Lt ZOBENICA rogered.

Feeder control gave WF-11 Oceana weather as one hundred overcast. The weather was rogered and then the Seymour Johnson and Beaufort weather was requested. Feeder control advised they were checking on those at that time.

(b)(5)

Lt ZOBENICA reported out of two thousand three hundred feet. Feeder control instructed WF-11 to perform landing check and reduce to approach speed. This was rogered by Lt ZOBENICA. A left turn was given to three two zero. Lt ZOBENICA repeated "three two zero." Seymour Johnson weather was given as measured ceiling four hundred overcast, four miles in light rain. Lt ZOBENICA rogered. Another left turn to three two zero (230) was given and to maintain one thousand two hundred feet.

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

These were repeated by Lt ZOBENICA. Ceiling and visibility minimums, ceiling two hundred, visibility one quarter were given by feeder control. They were acknowledged by Lt ZOBENICA.

(b) (5)

d. Feeder control gave the Beaufort weather as measured ceiling six hundred overcast and five miles visibility in rain. Lt ZOBENICA repeated six hundred and five.

Final approach lost communication procedures were given and WF-11 acknowledged. Missed approach procedures were given, followed by a course change to the right to three zero zero, to maintain one thousand two hundred and standby for final controller. Lt ZOBENICA rogered.

Final controller told WF-11 to continue right turn to three one zero. A break in the next transmission followed, "if you should fail, correction, acknowledge wheels down." Lt ZOBENICA rogered. WF-11 was advised he was on final five miles from touch down, three one zero the heading, maintain one thousand two hundred. Lt ZOBENICA intercepted glide path and proceeded with a constant on glide path approach and with heading changes as appropriate, enclosure (6). Around one mile from GCA touch down, WF-11 began to rise above glide path and continued to slightly above glide path. Lt ZOBENICA was given a left turn to three two zero, with on course very slightly left, a further turn to three one eight, picked up rapid drift, going below, you are below the glide path. If runway is not in sight climb immediately straight ahead, acknowledge over, enclosure (6). At 1833R WF-11 disappeared from GCA scope at which time, SAR Helicopter was launched.

(b) (5)

(b) (6)

Before he could complete the statement the aircraft struck the trees at approximately 50 feet of altitude above ground level and the aircraft continued straight ahead, approximately 325° magnetic and impacted the ground in a near level attitude and slid to a stop in a shallow draw approximately 749 feet from initial contact with the trees.

Both crew members remained conscious and Major MILLER received no injury. After emergency jettison of the canopy and emergency release of the Scott seat pan, Major MILLER climbed out of the aircraft and proceeded to assist Lt ZOBENICA.

Special handling required in accordance with para 66, OPNAVINST P3750.6E

After approximately fifteen minutes the crash crew arrived at the scene of the accident along with medical personnel. The crew members were taken to the hospital for medical attention.

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

VMFA-513, Ser 1-66A, 24 Feb 1966, BuNo 148404, pilot ZOBENICA

PART VI - Damage to Aircraft

F4B BuNo 148404 sustained strike damage after sliding approximately 550 feet through trees and dense underbrush, finally coming to rest at the bottom of a slight draw.

The aircraft first struck the tops of fifty foot trees at 749' from the point where it came to rest. It impacted right wing low in an approximate nose level attitude, shearing the right main landing gear, left leading edge flaps, parts of the radome, gear doors, parts of trailing edge flaps and pieces of skin from under side of aircraft.

The aircraft bounced back into the air, traveled approximately fifty feet and struck left wing low causing the left main gear to collapse straight back. At this point pylons and right leading edge flaps separated from the aircraft. It next struck a tree approximately 18" in diameter, radome first, shredding the radome causing the IR housing to separate, at this point the outboard section of left wing and external wing tank were torn off the aircraft, followed by shearing of the nose gear. The right wing and external wing tank remained with the aircraft but were twisted up and to rear so that the bottom outboard section of the wing was facing aft.

From this point the aircraft continued to slide on the fuselage for another 400 feet through small trees, shedding pieces of skin, radar components, large pieces of front canopy glass and left canopy frame.

At a point 239 feet prior to coming to rest the Equipment Cooling Package and ducting from lower port side of cockpit was torn out of aircraft.

At 179 feet more canopy glass and radar pieces were in evidence. At 147 feet the Ramp Control Amplifier was found and more radar components. At 95 feet the rudder pedals were found, at 86 feet the left side of cockpit sill section, at 20 feet the center pedestal was found.

The aircraft came to rest with left side and complete front of pilots cockpit missing, a tree approximately 6-8 inches in diameter was wedged between left forward corner of seat and left console. The left console forward of the fuel control switches twisted outboard and straight back along side the left intake ramp. The right console was intact. The control stick was lying 90° to the left in front of pilot's seat with the grip broken in three places. The remaining fuselage section of the aircraft was imbedded in soft earth and water up to the leading edge of the pilots seat. The instrument panel was lying approximately 8-10 feet forward and slightly left of the front seat.

The aircraft sustained a large hole in the turtle back over the fifth and sixth fuel cells; also, a semi-circular dent 10 inches deep was in the center, leading edge, of the left stabilator. Evidence of ingested trees and dirt was found in the tail pipes of both engines.

The RIO's cockpit was completely undamaged including canopy which was still intact, after it was jettisoned.

Enclosures (14) thru (21), show damaged aircraft and the path the aircraft cut through the wooded area.

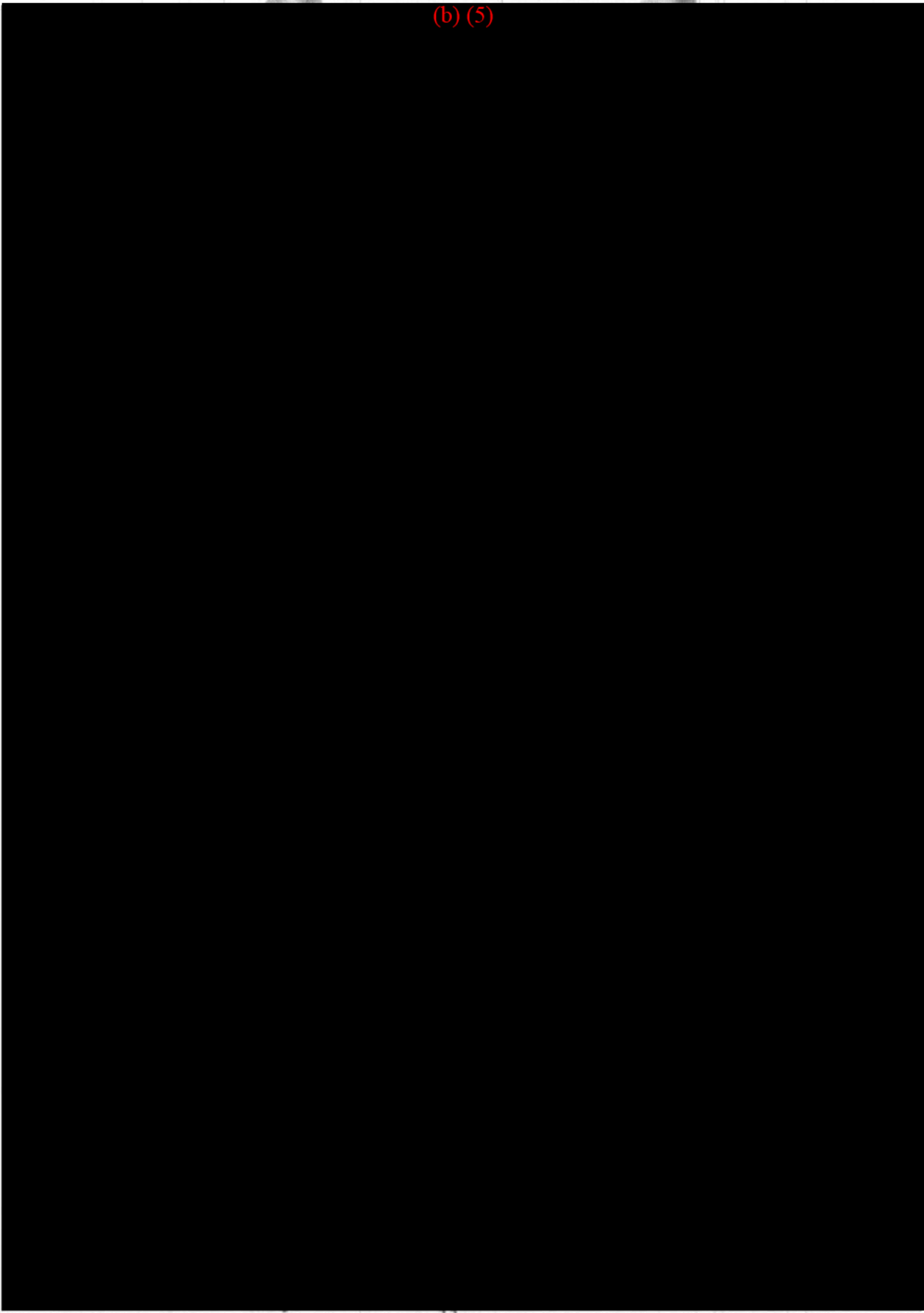
VMFA-513, Ser 1-66A, Feb 1966, F4D, Du. No. 118404, Lot ZOBENICA

Part VII - The Investigation and Analysis

(b) (5)



(b) (5)



(b) (5)



12

Special handling required in accordance with para
66, OPNAVINST P3750.6E

(b) (5)



VMFA-513, Ser 1-66A, 24Feb66, Bu No. 148404, Pilot ZOBENICA

Part VIII Conclusions

(b) (5)



VMFA-513, Ser 1-66A, 24Feb66, Bu. No. 148404, Pilot ZOBENICA

PART IX Recommendations

(b) (5)



VMFA-513, Ser 1-66A, 24Feb66, Flt, Bu. No. 148404, Pilot ZOBENICA

List of Enclosures

1. Medical Officers Report (original only)
2. Statement of Pilot, First Lieutenant R. M. ZOBENICA
3. Statement of RIO, Major R. D. MILLER
4. Statement of GCA Controller, SSgt L. E. WAGGNER
5. Statement of RATOC Supervisor, Mr. (b) (6)
6. Transcript from RATOC control of WF-11.
7. Statement of Major J. RYAN Jr.
8. Statement of Aircraft Maintenance Officer
9. Statement of Aviators Equipment Officer
10. Photo of DD-175
11. Photo of DD-175-1
12. Resume of Pilots Flying Experience
13. Rescue Report OPNAV 3750-13 (original only)
14. Photo of runway 32 in relation to crash site
15. Photo of path made when aircraft skidded over ground
16. Photo of wreckage - aerial view
17. Photo of pilots cockpit
18. Photo of pilots cockpit
19. Photo of RIOs instrument panel
20. Photo of damage to forward section of aircraft
21. Photo of damage to underside of aircraft
22. Statement of 2/Lt. G. C. MEYERS (b) (6) 5802

Special handling required in accordance with para., 66, OPNAVINST P3750.6E

The Medical Officer's
Reports were withheld
entirely under
exemptions (b)(5)
and/or (b)(6) of the
FOIA.

**Enclosure 1 - 42 Pages
Withheld.**

VMFA-513, Ser 66A, 24 Feb 1966, F4B, BuNo 14844, pilot ZOBENICA

Statement of First Lieutenant Ronald M. ZOBENICA, (b) (6) /7398, U. S.
Marine Corps

(b) (5)



Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (2)

(b) (5)



Special handling required in accordance with
para 66, OPNAVINST P3750.6E

(b) (5)



Special handling required in accordance with
para 66, OPNAVINST P3750.6E

(b) (5)

Ronald M. Zorenica

RONALD M. ZORENICA
1STLT USMC

4
Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (2)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot ZOBENICA

Statement of Major Robert D. MILLER, (b) (6) 7352/6602/6709, U. S.
Marine Corps

(b) (5)



Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (3)

(b) (5)



R. D. Miller
R. D. MILLER
MAJ USMC

Special handling required in accordance with
para., 66, OPNAVINST P3750.6E

ENCLOSURE (3)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot ZOBENICA

Statement of Staff Sergeant Lavern E. WAGGONER, (b) (6) /6713, U. S.
Marine Corps

(b) (5)

Lavern E. Waggoner
LAVERN E. WAGGONER
SSGT USMC

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (4)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot ZOBENICA

Statement of (b) (6)

(b) (5)

(b) (6)

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (5)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot ZOBENICA

1. THE BELOW TRANSCRIPT IS FROM THE ORIGINAL RECORDING OF POSITIONS 7 (APPROACH CONTROL), 12 (FEEDER CONTROL) AND FINAL CONTROL, TAKEN FROM TAPE NUMBER 61 PERTAINING TO AIRCRAFT ACCIDENT (WF-11) OF 24 FEBRUARY 1966.

<u>TAPE TIME</u>	<u>POSITION</u>	<u>TRANSMISSION</u>
1224	(PILOT)	"CHERRY APPROACH MARINE JET WHISKEY FOXTROT ONE ONE UP YOUR FREQ HOW DO YOU READ?"
	(APC)	"WHISKEY FOXTROT ONE ONE LOUD AND CLEAR CHERRY POINT IFR READ BACK ALTIMETER TWO NINE NINE FIVE."
	(PILOT)	"ROGER TWO NINER NINER FIVE ALTIMETER WE'RE PRESENTLY FLIGHT LEVEL TWO FOUR ZERO."
	(APC)	"ROGER WHISKEY FOX ONE ONE IS CLEARED TO THE CHERRY POINT CORRECTION CLEARED TO THE CAPE LOOKOUT DME FIX MAINTAIN FLIGHT LEVEL TWO FOUR ZERO, RADAR CONTACT FORTY-NINE MILES SOUTHWEST OF CHERRY POINT OVER."
	(PILOT)	"AH ROG CONFIRM YOUR POSIT CLEARED TO CAPE LOOKOUT."
	(PILOT)	"APPROACH DO YOU HAVE PRESENT CHERRY WEATHER?"
	(APC)	"ROGER THE CHERRY POINT WEATHER SKY PARTIALLY OBSCURED MEASURED CEILING THREE HUNDRED OVERCAST VISIBILITY THREE QUARTERS VERY LIGHT DRIZZLE FOG OVER."
1225	(PILOT)	"CHERRY APPROACH THIS IS AH WHISKEY FOXTROT ONE ONE WE'D LIKE AH RADAR APPROACH FROM OUR PRESENT POSITION DIRECT CHERRY POINT WE'D LIKE A GCA PICK UP OVER."
	(APC)	"WHISKEY FOX ONE ONE ROGER."
	(APC)	"FOX ONE ONE YOUR PRESENT HEADING?"

Special handling required in accordance with
para 66, OFNAVINST P3750.6E

ENCLOSURE (6)

TAPE
TIME

POSITION

TRANSMISSION

	(PILOT)	"AH HEADING ZERO EIGHT ZERO."
	(APC)	"WHISKEY FOX ONE ONE TURN LEFT ZERO FIVE ZERO DESCEND AND MAINTAIN THREE THOUSAND THIS WILL BE A VECTOR AND APPROACH TO RUNWAY THREE TWO IF NO TRANSMISSION RECEIVED FOR ONE MINUTE EXECUTE TACAN PENETRATION AND APPROACH FROM ASSIGNED ALTITUDE CIRCLE TO LAND CORRECTION STRAIGHT IN APPROACH RUNWAY THREE TWO OVER."
	(PILOT)	"ROG SAY AGAIN VECTOR ZERO FIVE ZERO?"
	(APC)	"AFFIRMATIVE ZERO FIVE ZERO LEFT TURN ZERO FIVE ZERO DESCEND AND MAINTAIN THREE THOUSAND."
1226	(PILOT)	"ROGER ZERO FIVE ZERO THREE THOUSAND."
	(PILOT)	"WOULD YOU CHECK AGAIN ON THAT WEATHER PLEASE?"
	(APC)	"ROGER WE HAD AN AIRCRAFT TO AH LAND NOW WE'LL GET A PILOT REPORT FROM HIM."
	(PILOT)	"AH ROGER."
	(APC)	"WHISKEY FOX ONE ONE HAVE YOU DEPARTED FLIGHT LEVEL TWO FOUR ZERO?"
	(PILOT)	"AH THAT'S AFFIRMATIVE WE'RE DEPARTING TWO FOUR ZERO AT THIS TIME."
	(APC)	"ROGER."
1227	(APC)	"WHISKEY FOX ONE ONE AH AEROLOGY IS REPORTING NOW ONE HALF MILE VISIBILITY AH THIS WEATHER REMAINS THE SAME HOWEVER WE'RE CHECKING WITH THE F TEN THAT JUST LANDED TO FIND OUT WHERE HE BROKE OUT."
	(PILOT)	"AH ROGER."
1228	(APC)	"WHISKEY FOX ONE ONE THE F TEN JUST LANDED SAID HE BROKE OUT RIGHT AT MINIMUMS TWO HUNDRED FEET AH HE DIDN'T SAY WHAT THE VISIBILITY WAS OVER."

TAPE
TIME

POSITION

TRANSMISSION

	(PILOT)	"AH ROGER THANK YOU COULD YOU GET A CHECK ON CEILING AND WEATHER WE HATE TO LEAVE YOUR FREQUENCY HERE."
	(APC)	"ROGER."
	(APC)	"ONE ONE AH OCEANA HAD AH TWO HUNDRED OVERCAST AH BEFORE THEY PUT THE SPECIAL WEATHER OUT ON THE WEATHER VISION IT'S NO LONGER ON THERE I'M CHECKING NOW."
	(PILOT)	"ROG WOULD YOU CHECK SEYMOUR JOHNSON FOR US TOO PLEASE?"
	(APC)	"ABOUT AN HOUR OR TWO HOURS AGO THEY WERE FOUR HUNDRED OVERCAST."
1229	(APC)	"CHECKING WITH AEROLOGY NOW."
	(PILOT)	"ROGER."
	(APC)	"AND AH."
1229	(APC)	"MAJOR (b) (6) REQUESTED AH NUMBER OF CORRECTION FUEL ON BOARD."
	(PILOT)	"ROGER WE GOT SIXTY ONE HUNDRED POUNDS RIGHT NOW AND WE'RE BACK AT IDLE AH WHEN YOU GIVE US THIS GCA WOULD YOU ADVISE THEM TO GET US IN ASAP SO IF WE HAVE TO THINK OF SOMEPLACE ELSE WE WILL HAVE AS MUCH AS WE GOT."
	(APC)	"ONE ONE SAY AGAIN."
	(PILOT)	"ROGER ON THIS GCA WOULD YOU AH DON'T BOX US AROUND IF YOU DON'T HAVE TO. GET US IN THERE ASAP PLEASE?"
	(APC)	"ROGER AND WHAT IS YOUR ALTITUDE NOW?"
	(PILOT)	"WE'RE OUT OF THIRTEEN THOUSAND FIVE HUNDRED."
	(APC)	"YOU HAVE TOTAL TWELVE MILES TO GET TO THREE THOUSAND FEET WILL YOU BE ABLE TO DO THAT?"

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

<u>TAPE TIME</u>	<u>POSITION</u>	<u>TRANSMISSION</u>
	(PILOT)	"WELL, WE'LL SURE GIVE HER A GO I'M AT SIXTEEN NOW."
	(APC)	"ROGER."
1230	(APC)	"MIGHT HAVE TO TAKE YOU ACROSS THE ONCOURSE AND DOG LEG YOU BACK."
	(PILOT)	"AH ROGER."
	(APC)	"ONE ONE REQUEST ALTITUDE NOW."
	(PILOT)	"NINE THOUSAND FIVE HUNDRED."
	(APC)	"IS THAT NINTY FIVE HUNDRED?"
	(PILOT)	"THAT'S AFFIRMATIVE."
	(APC)	"O.K."
	(APC)	"AND WHISKEY FOX ONE ONE UNDERSTAND YOU ARE REQUESTING A FULL STOP."
	(PILOT)	"THAT'S AFFIRMATIVE."
	(APC)	"ROGER AND NOW WHISKEY FOX ONE ONE SQUAWK STANDBY REMAIN THIS FREQUENCY FOR FEEDER CONTROL."
	(PILOT)	"WE'RE ON STANDBY."
	(FDR)	"WHISKEY FOX ONE ONE FEEDER CONTROL CONTINUE DESCENT TO ONE THOUSAND TWO HUNDRED YOUR RADAR POSITION TWELVE SOUTH SOUTH EAST OF THE AIRPORT."
	(PILOT)	"AH CONFIRM ONE THOUSAND TWO HUNDRED."
1231	(FDR)	"WHISKEY FOX ONE ONE MINIMUMS CEILING TWO HUNDRED THE VISIBILITY ONE QUARTER ACKNOWLEDGE."
	(PILOT)	"THAT'S TWO HUNDRED AND A QUARTER."
	(FDR)	"AEROLOGY RUNNING SPECIAL NOW PARTIAL OBSCURATION MEASURED THREE HUNDRED OVERCAST THE VISIBILITY ONE HALF MILE LIGHT DRIZZLE AND FOG."

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE
TIME

POSITION

TRANSMISSION

	(PILOT)	"AH ROGER AH THREE HUNDRED NA HALF."
	(FDR)	"WHISKEY FOX ONE ONE ALTITUDE?"
	(PILOT)	"I'M AT AH FIVE THOUSAND."
	(FDR)	"ROGER I'M GOING TO TAKE YOU ACROSS THE ONCOURSE AND BRING YOU BACK TO GET YOU DOWN TO ALTITUDE."
	(PILOT)	"AH ROGER."
1232	(FDR)	"AH WHISKEY FOX ONE ONE OCEANA AH WEATHER ONE HUNDRED OVERCAST."
	(PILOT)	"ROGER HOW ABOUT SEYMOUR JOHNSON AND BEAUFORT?"
	(FDR)	"ROGER WE'RE CHECKING ON THOSE NOW."
	(PILOT)	"AH ROG THANK YOU."
	(FDR)	"WHISKEY FOX ONE ONE ALTITUDE?"
	(PILOT)	"OUT OF TWO THOUSAND THREE HUNDRED."
	(FDR)	"ROGER PERFORM LANDING CHECK AND REDUCE TO APPROACH SPEED."
	(PILOT)	"ONE ONE LANDING CHECK."
	(FDR)	"WHISKEY FOX ONE ONE TURN LEFT HEADING THREE TWO ZERO."
	(PILOT)	"THREE TWO ZERO."
1233	(FDR)	"WHISKEY FOX ONE ONE SEYMOUR JOHNSON WEATHER MEASURED CEILING FOUR HUNDRED OVERCAST THE VISIBILITY FOUR LIGHT RAIN."
	(PILOT)	"AH ROGER THANK YOU."
	(FDR)	"WHISKEY FOX ONE ONE TURN LEFT HEADING TWO THREE ZERO MAINTAIN ONE THOUSAND TWO HUNDRED."
	(PILOT)	"ROGER TWO THREE ZERO ONE THOUSAND TWO HUNDRED."

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

<u>TAPE TIME</u>	<u>POSITION</u>	<u>TRANSMISSION</u>
1234	(FDR)	"WHISKEY FOX ONE ONE CEILING AH CEILING AND VISIBILITY MINIMUMS CEILING TWO HUNDRED VISIBILITY ONE QUARTER ACKNOWLEDGE."
	(PILOT)	"TWO HUNDRED AND A QUARTER ROGER."
	(FDR)	"WHISKEY FOX ONE ONE BEAUFORT WEATHER MEASURED AH CEILING SIX HUNDRED OVERCAST THE VISIBILITY FIVE RAIN."
	(PILOT)	"ROGER SIX HUNDRED N FIVE."
1235	(FDR)	"WHISKEY FOX ONE ONE WHILE ON THE FINAL NO TRANSMISSION RECEIVED FOR FIVE SECONDS CARRY OUT LOST COMMUNICATIONS INSTRUCTIONS ACKNOWLEDGE."
	(PILOT)	"ONE ONE."
	(FDR)	"WHISKEY FOX ONE ONE IF APPROACH END OF RUNWAY NOT IN SIGHT AT PRECISION MINIMUMS EXECUTE IMMEDIATE CLIMB STRAIGHT AHEAD TO ONE THOUSAND FIVE HUNDRED STANDBY THIS FREQUENCY FOR FURTHER INSTRUCTIONS ACKNOWLEDGE."
	(FDR)	"WHISKEY FOX ONE ONE TURN RIGHT HEADING THREE ZERO ZERO MAINTAIN ONE THOUSAND TWO HUNDRED STANDBY FOR YOUR FINAL CONTROLLER."
	(PILOT)	"ROGER THREE ZERO ZERO."
1236	(FC)	"WHISKEY FOX ONE ONE YOUR FINAL CONTROLLER CONTINUE THE RIGHT TURN HEADING AH THREE ONE ZERO IF YOU SHOULD FAIL CORRECTION ACKNOWLEDGE WHEELS DOWN OVER."
	(PILOT)	"ROGER GEAR DOWN."
	(FC)	"YOU ARE NOW ON THE FINAL FIVE MILES FROM THE TOUCH DOWN THREE ONE ZERO THE HEADING MAINTAIN ONE THOUSAND TWO HUNDRED THE ON- COURSE IS TO BE LEFT YOU'LL BE CORRECTING RIGHT TO LEFT MAINTAIN ONE THOUSAND TWO HUNDRED THREE ONE ZERO THE HEADING MAIN- TAIN ONE THOUSAND TWO HUNDRED YOU'RE APPROACHING THE GLIDE PATH RAPIDLY BEGIN YOUR DESCENT YOUR'RE SLIGHTLY BELOW COMING

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE
TIME

POSITION

TRANSMISSION

(FC)
(continued)

UP AND ON THE GLIDE PATH ON THE GLIDE PATH
ON THE GLIDE PATH FOUR MILES FROM TOUCH
DOWN THREE ONE ZERO THE HEADING TURN LEFT
TO THREE ZERO FIVE YOU'RE ON THE GLIDE
PATH ON THE GLIDE PATH THREE ZERO FIVE
THE NEW HEADING YOU'RE ON THE GLIDE PATH
ON GLIDE PATH ON THE GLIDE PATH THREE
ZERO FIVE THE HEADING YOU'RE ON THE GLIDE
PATH ON GLIDE PATH ON THE GLIDE PATH
HOLDING NICELY YOU'RE THREE MILES FROM
THE TOUCH DOWN THREE ZERO FIVE THE HEADING
THE ONCOURSE IS TO THE LEFT YOU'RE
CORRECTING NICELY CLEARED FULL STOP WIND
THREE THREE ZERO DEGREES AT FIVE ON
GLIDE PATH TURN RIGHT HEADING THREE ONE."

1237

(FC)

"ZERO YOU'RE ON THE GLIDE PATH TWO AND
ONE HALF MILES FROM THE TOUCH DOWN
CONTINUE TO THREE ONE FIVE CONTINUE TO
THREE TWO ZERO YOU'RE ON THE GLIDE
PATH ON THE GLIDE PATH TURN RIGHT THREE
TWO FIVE YOU'RE ON THE GLIDE PATH ON
THE GLIDE PATH ON COURSE TWO MILES
FROM TOUCH DOWN TURN RIGHT THREE TWO
SEVEN YOU'RE ON THE GLIDE PATH ON
COURSE ON THE GLIDE PATH NICE RATE OF
DESCENT YOU'RE ON GLIDE PATH YOU'RE
ON COURSE MILE AND A HALF FROM THE TOUCH
DOWN TURN LEFT THREE TWO FIVE ON THE
GLIDE PATH TURN LEFT THREE TWO THREE
ON THE GLIDE PATH RISING ABOVE NOW
SLIGHTLY ABOVE THE GLIDE PATH TURN
LEFT THREE TWO ZERO THE ON COURSE VERY
SLIGHTLY LEFT CONTINUE LEFT THREE ONE
EIGHT PICKED UP RAPID DRIFT YOU'RE
GOING BELOW YOU ARE BELOW THE GLIDE
PATH IF RUNWAY IS NOT IN SIGHT CLIMB
IMMEDIATELY STRAIGHT AHEAD ACKNOWLEDGE
OVER."

1238

(FC)

"ONE ONE ACKNOWLEDGE IMMEDIATE CLIMB
STRAIGHT AHEAD IF YOU HAVEN'T GOT THE
RUNWAY."

(APC)

"WHISKEY FOXTROT ONE ONE CHERRY POINT
APPROACH."

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

TAPE
TIME

POSITION

TRANSMISSION

1239

(APC)

"WHISKEY FOXTROT ONE ONE."

I HEREBY CERTIFY THAT THE ABOVE IS A TRUE TRANSCRIPTION
OF THE RECORDED CONVERSATION PERTAINING TO THE SUBJECT INCIDENT.

(b) (6)

CAPT USMC
ATC OFFICER

Certified a True Copy

(b) (6)

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

VMFA-513, Ser 1-66, Feb 1966, F4B, BuNo 148404, Lt ZOBENICA

Statement of Major James RYAN Jr., (b) (6) /7333/7337/3502, USMC

(b) (5)



J. Ryan Jr.
J. RYAN JR.
MAJ USMC

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (7)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot ZOBENICA

Statement of Maintenance Officer, Major C. L. ZANGAS, (b) (6) 7333,
U. S. Marine Corps

(b) (5)



Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (8)

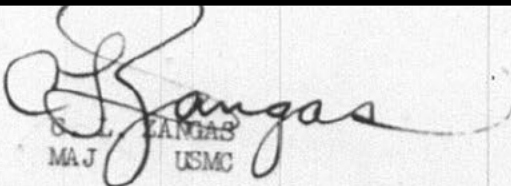
DATE

DISCREPANCY

CORRECTIVE ACTION

(b) (5)




S. L. LANGAS
MAJ USMC

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

VMFA-513, Ser. 1-60A, 24Feb66, F4B, Bu. No. 148404. Pilot ZOBENICA

Statement of Aviators Equipment Officer

(b) (5)



M. N. Winkelbauer
M. N. WINKELBAUER
1stLt USMC

Special handling required in accordance
with para., 66, OPNAVINST P3750.6E

ENCLOSURE (9)

DD FORM 175
NOV 64

9-80500

Enclosure (10)

FLIGHT WEATHER BRIEFING				AIRCRAFT NO.	BRIEFING NO.	DATE
I. TAKEOFF DATA						
RUNWAY TEMP.	PRESSURE ALT.	TEMP. DEVIATION	VAPOR PRESSURE	SPECIFIC HUMIDITY	DENSITY ALTITUDE	
THIS IS A COPY OF A RECORDING MADE ON 24 FEB TO MAJ. MILLER (VMFA-51B)						
II. ENROUTE DATA						
FLIGHT LEVEL	TEMPERATURE	WINDS				
31M	-112	24/80				
CLOUDS AT FLIGHT LEVEL	VISIBILITY AT FLIGHT LEVEL					
500	2					
<input type="checkbox"/> YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> IN AND OUT	<input type="checkbox"/> HAZE <input type="checkbox"/> DUST <input type="checkbox"/> SMOKE <input type="checkbox"/> PRECIPITATION					
MINIMUM CEILING ENROUTE	MAXIMUM CLOUD TOPS	MINIMUM FREEZING LEVEL				
500	31M	45				
THUNDERSTORMS	TURBULENCE		PRECIPITATION		ICING	
<input checked="" type="checkbox"/> NONE	<input type="checkbox"/> NONE		<input type="checkbox"/> NONE		<input type="checkbox"/> NONE	
<input type="checkbox"/> FEW	<input type="checkbox"/> CAT <input checked="" type="checkbox"/> LST		<input checked="" type="checkbox"/> RAIN <input type="checkbox"/> DRZL		<input type="checkbox"/> CLEAR <input checked="" type="checkbox"/> LST	
<input type="checkbox"/> SCATTERED	<input type="checkbox"/> TSTM <input type="checkbox"/> MOD		<input type="checkbox"/> SHOWERS <input type="checkbox"/> SNOW		<input type="checkbox"/> RIME <input type="checkbox"/> MOD	
<input type="checkbox"/> NUMEROUS	<input type="checkbox"/> SVR		<input type="checkbox"/> FREEZING		<input type="checkbox"/> MIXED <input type="checkbox"/> SVR	
<input type="checkbox"/> HAIL	CCNL		LGT		IN CLOUDS	
					1KT CRIM3	
III. TERMINAL DATA						
DESTINATION (Existing)						
NKT 70015 @ 62- 3306						
FORECAST						
60015 @ 42.12 3510 21A+2 2)						
ALTERNATE (Existing)						
CSB 40042.12 3510						
FORECAST						
4008 @ 32.12 0410 21A+2 2)						
IV. COMMENTS/REMARKS						
NONE 24/2030 TIME OF BRIEF						
N79 ON 2215						
OFF 2219						
VALID 2200Z						
VOID TIME	EXTENDED TO		FORECASTER			
2200Z			INNIS			
V. TELEVISION/TELEPHONE BRIEFING RECORD						
WEATHER FACILITY						
TAPE NO.	START	STOP	PHONE CHARGE			

DD FORM 175-1

VMFA-513, Serial 1-66A, 24 Feb 66, Bu No 148404
Pilot ZOENICA
Copy of DD-175

Special handling required in accordance with paragraph 66, ONAVINST P3750.6E

Enclosure (11)

VMFA-513, Ser 1-66A, 24 Feb 1966, F4B, BuNo 148404, pilot ZOBENICA

RESUME OF PILOT'S FLYING EXPERIENCE

FISCAL YEAR	COMMAND ATTACHED	MODEL ACFT	FLT HRS	NIGHT HRS	INST.HRS SIM/ACT	CV LOGS DAY/NITE	TRNG OPER
1964(3/64-5/64)	VT-1	T-34	31.8	-	-	-	Trng
1965(7/64-2/65)	VT-7&4	T-2A	127.9	4.9	24.0/.3	4/0	Trng
1965(3/65-6/65) (9/65)	VT-25	AF-TF-9J	143.5	19.8	45.8/12.1	3/0	Trng
1966(7/65)	VT-26	F-11A	25.2	-	-	-	Trng
1966(10/65) SU#1	H&MS-24	T-1A	2.4	-	.2/0	-	Trng
1966(11/65)	VMFA-513	C-117D	4.9	4.9	1.0/1.0	-	Trng
1966(12/65-2/66)	VMFA-513	F4B	26.5	2.3	6.4/4.0	-	Oper

Special handling required in accordance with
para 66, OPNAVINST P3750.6E

ENCLOSURE (12)

RESQRE REPORT
OPNAV FORM 3750-13 (3-63)

SPE ENDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 0.6E
INSTRUCTIONS: SEE REVERSE

OPNAV REPORT SYMBOL 3750-14

1. FROM Airfield Operations Officer, MCAS Cherry Point		2. DATE OF MISHAP 24 Feb 66	2A. DATE OF RESCUE 24 Feb 66
3. LOCATION AND DUTIES OF RESCUE VEHICLE MCAS, Cherry Point, Search & Rescue		4. RESCUE VEHICLE (Type/model) UH-2B	
5. NUMBER OF PERSONNEL 3	5A. IN RESCUE VEHICLE OR ON RESCUE TEAM 2	5B. TO BE RESCUED 0	5C. RESCUED 0
6. TIME SEQUENCE OF EVENTS (Local Date Time Group)		6. RESCUE BACK UP MEANS Ground Party	
7A. Alert Received Method 1830R Bull Horn from Tower		8. WEATHER CONDITIONS AT RESCUE SITE	
7B. Vehicle Departed Distance to Scene 1833R 2 NM		8A. WATER TEMPERATURE NA	8B. AIR TEMPERATURE NA
7C. Arrived on Scene Search Required 1834R Yes		8C. WIND VELOCITY 10 kts	
7D. Located Survivor Method of Locating 1845R .38 tracer		8D. SEA STATE/WAVE HEIGHT/FREQUENCY; TERRAIN DESCRIPTION Pine trees & heavy underbrush.	
7E. Began Retrieval What Was Sighted First NA NA		9. EQUIPMENTS ACTUALLY USED DURING RESCUE NONE	
7F. Ended Retrieval Subsequently NA NA			
7G. Survivor(s) Disembarked NA NA			
7H. Location (If different from Item 3)			

10. DIFFICULTIES ENCOUNTERED (List all difficulties and effect on final outcome of rescue attempt, i.e., ALERTING PERIOD, SEARCH/LOCATING, RETRIEVING, POST-RETRIEVAL)

GCA vectored the helicopter over the approach to the runway at 200' but the ground was totally obscured by fog. Landing & flood lights were unuseable because the reflection off the clouds blinded the pilot. Tracers were fired dangerously close to the helicopter.

11. PERSONNEL REQUIRING RESCUE	GIVE REASON FOR RESCUE	FACTORS COMPLICATING RESCUE ATTEMPT
NAME—LAST FIRST INITIAL		Physical condition, ignorance of equipment, sea state, etc.
MILLER, ROBERT D., MAJ.	F4B crash	
ZOBENICA, RONALD M., 1st Lt	F4B crash	

12. REMARKS: **Aircraft crashed off approach end of runway on GCA final. The scene was never visible from the air but ground party was led to the scene by the sound of gunfire.**

Pilot: **(b)(6)** Capt **(b)(6)**
Co-Pilot: **(b)(6)** Cpl **(b)(6)**
Crew Chief: **(b)(6)** OY/Sgt **(b)(6)**

13. ATTACH ENCLOSURES: Narratives of search, location and retrieving—Survivor's statements	
14. NAME AND SIGNATURE OF SUBMITTING OFFICIAL (b)(6) Col, Airfield Ops Officer	SIGNATURE OF SUBMITTING OFFICIAL (b)(6)
15. NAME AND SIGNATURE OF WITNESS (b)(6) Col, Asst CofS, G-3	SIGNATURE OF WITNESS (b)(6)

OP-05F

ENCLOSURE (13)

AIRCRAFT FIRE/RESCUE REPORT
NAVWPS FORM 11135/1 (8-60)

NO TRANSMITTAL LETTER REQUIRED

REPORT SYMBOL BUWPS 11135-1

STATION AND LOCATION

Marine Corps Air Station
 Cherry Point, North Carolina

DATE OF REPORT

28 Feb 1966

AIR NO.

3-66

DATE AND TIME OF INCIDENT

24 Feb 1966

ON STATION

☒

OFF STATION

REPORTING CUSTODIAN

VMFA-513

MODEL AIRCRAFT INVOLVED

F4B

BUREAU NO.

148404

TO: Chief, Bureau of Naval Weapons (3200) (SPM)

MILITARY COMMAND

Commander, Marine Corps Air Bases, Eastern Area

VIA

SIGNATURE

EXACT LOCATION OF INCIDENT

3/4 mile from and 1/8 mile
 to the right of approach end
 of runway 32.

TYPE OF INCIDENT

TAKE-OFF	LINE OR LOADING	FUELING
LANDING	<input checked="" type="checkbox"/> PARKED	MAINTENANCE
TAXIING	DEFUELING	INFLIGHT

OTHER (Specify)

FIRE INVOLVED

YES
<input checked="" type="checkbox"/> NO
IMPACT IGNITION
DELAYED IGNITION
<input checked="" type="checkbox"/>

ESTIMATED CASE

Crashed into trees while making a
 GCA to base.

GENERAL WEATHER PICTURE

200ft. overcast; 1/2 mile
 visibility; fog

CONDITIONS AT TIME OF INCIDENT

WIND DIRECTION	350
WIND VELOCITY (mph)	9
TEMPERATURE (°F)	46

NATURE OF TERRAIN AT AND IN APPROACH TO INCIDENT

Trees and heavy underbrush

LIQUID FUEL QUANTITY

ESTIMATED ON BOARD BEFORE INCIDENT (lbs) 8000

ESTIMATED ON BOARD AFTER INCIDENT (lbs) 5800

ESTIMATED SPILL AREA (Size in feet) Fuel absorbed into moist soil

OTHER FUELS

None

PERSONNEL RESCUE

NO. PERSONNEL ON BOARD AIRCRAFT	2
NO. PERSONNEL SURVIVED	2
NO. PERSONNEL ESCAPED UNAIDED	1
NO. PERSONNEL RESCUED	1

DESCRIBE RESCUE METHODS USED

RIO released pilot from seat straps.
 Crash Crewmen lifted pilot from seat and placed on ground.
 Medical personnel and Crash Crewmen placed pilot on
 stretcher and delivered to ambulance.

FIRE FIGHTING

FIRST METHOD OF ALARM USED

TWO-WAY RADIO	EMERGENCY INTER-COM.	<input checked="" type="checkbox"/> EMERGENCY PHONE
---------------	----------------------	---

OTHER METHOD (State)

TIME RECORD

TIME ALARM RECEIVED	1830
TIME EQUIPMENT ARRIVED	1846

STATION EQUIPMENT

EACH EQUIPMENT AVAILABLE AT INCIDENT		NO. PERSONNEL MANNING EQUIPMENT		QUANTITY EXTINGUISHING AGENTS USED	
TYPE	NO. LOADS USED	MIL.	CIV.	FOAM (gals. conc. used)	OTHER TYPES AND QUANTITIES
MB-1	0	5	0	0	0
MB-5	0	3	0	0	0
MB-5	0	3	0	0	0
Pickup	0	2	0	0	0
Pickup	0	4	0	0	0

STATION EQUIPMENT OUT OF SERVICE

TYPE	DEFICIENCY	NO. OF DAYS	EXPLAIN DELAYS TO REPAIR
MB-1	Transfer case	72	Parts on order
MB-1	Clutch	2	Being repaired
MB-5	Generator/alternator	10	Being repaired
MB-5	Generator/alternator	1	Being repaired
Power Wagon	Body repair	155	Parts on order

Special handling required in accordance with
 para., 60, OPNAVINST P3750.6E

ENCLOSURE (13)

FULL DESCRIPTION OF FIREFIGHTING OR PROTECTION AT INCIDENT

At 1830 on 24 Feb 1966, the Crash Crew was alerted that the F4B had disappeared off the GCA radar screen and was presumed to have crashed off the approach end of runway 32. All available personnel and equipment was dispatched to conduct a rescue search. Two tracer shots were observed and the gunfire heard. Shouts for help were heard in the heavy woods and this directed the ground party to the site. The RIO had released the pilot from all restraining straps and readied him for removal from the aircraft. Due to the injuries to the pilot and the location of the cockpit in relation to the dense underbrush and trees, it was impossible for the RIO to lift the pilot out. Crash Crew personnel, under advice of the medical personnel, removed the pilot and placed him on the ground to receive emergency first-aid. Splints were prepared from tree branches and cinched with trouser belts. The pilot was then placed on a stretcher and delivered to the ambulance. The parent squadron furnished security and the AAR Team assumed control of the site. Salvage operations were successfully conducted on 26 Feb 1966 (See enclosed Salvage Report).

MONETARY LOSSES (Estimated)		
PERCENT DAMAGE BY IMPACT 99	PERCENT DAMAGE BY FIRE 1 (internal)	LOSS TO SURROUNDING PROPERTY Unknown U. S. Government property.
DATE 28 Feb 66	PREPARED BY (Name and title) 2dLt (b) (6) Crash Crew Officer	SIGNATURE (b) (6)
DATE	STATION COMMANDING OFFICER Maj Gen. N. J. ANDERSON	SIGNATURE

DESCRIPTION OF DIFFICULTIES IN FIRE CONTROL AND
EXTINGUISHMENT DUE TO UNUSUAL CONDITIONS OR EQUIPMENT
AND/OR AGENT INADEQUACIES

Minor internal Class A fires in both engines due to injected wood and pine needles.
Fires self extinguished.

RECOMMENDATIONS FOR IMPROVEMENTS IN EQUIPMENT
AND/OR PROCEDURES TO INCREASE EFFICIENCY

Crash location would have been easier to locate had a signal light or pencil-flare been used by the surviving crew member. Use of conventional day/night smoke flare would have been dangerous due to large amount of fuel present. RIO shot tracer rounds from his pistol that worried SAR helicopter pilot, but gave the ground crew a general direction to follow. Shouts and noise of gunfire finally pinpointed crash site.

PERCENT DAMAGE BY IMPACT		MONETARY LOSSES (Estimated)	
99		PERCENT DAMAGE BY FIRE 1 (internal)	LOSS TO SURROUNDING PROPERTY Unknown U. S. Government property.
DATE 28 Feb 66	PREPARED BY (Name and Title) 2dLt (b) (6) Crash Crew Officer	SIGNATURE (b) (6)	
DATE	STATION COMMANDING OFFICER Maj Gen. N. J. ANDERSON	SIGNATURE	

SALVAGE INFORMATION

Squadron VMFA-513 Concerning F4B Bu.No. 148404 Date 26 Feb 1966

Investigator 2ndLt (b)(6) USMC (Crash/Salvage Officer)

1. Location of wreckage: 3/4 mile off approach end of runway 32.
2. Type Terrain: Dense woods and heavy underbrush. Aircraft on slight inclined with nose in small creek bottom.
3. Weather or other significant factors: Good weather during salvage operations.
4. Location of nearest military facility: On-Station incident.
5. Military facility providing salvage services: MCAS, Cherry Point Crash Crew.
6. Approximate number of personnel in salvage party: 11
7. Type equipment utilized: TD-24 bulldozer; Lorain 25 ton crane; chain saws; "low boy" semi-truck and trailer.
8. Length of time required to effect salvage: 7 hours
9. Narrative brief salvage operation: Trees and brush leading to the site were removed with axes and chain saws. Cables were attached to the aircraft's tailhook and the aircraft was dragged to level ground by the bulldozer. When on level ground, cables were attached to the catapult bridle attachments and the aircraft dragged forward through the cleared area (approximately 40 feet) and onto a prepared road surface. At this time lifting slings were installed and the aircraft was raised by the crane and deposited onto the truck for delivery to O&R Salvage. Salvage damage was slight. Crumpled and torn sections of the right wing and left landing gear were separated during initial dragging. It is difficult to estimate how much damage was inflicted to the undercarriage during salvage as the aircraft had already flown through 740 feet of trees.

MCAS 4740/T (2-66)
Special handling required in accordance
with para., 66, OPNAVINST P3750.6E

10. Comments regarding effectiveness of the salvage operation and the equipment used: Salvage was very successful, however, time would have been saved had the terrain allowed access to a heavy crane to lift the aircraft high enough to place skids under the fuselage.

11. Security:

- a. Provided by: VMFA-513
- b. Personnel: USN USMC X USAF USA CIVIL
- c. Number of hours Unknown, Days and nights Two nights
security required.
- d. Effectiveness of security services: Unknown
- e. Problems encountered: Unknown

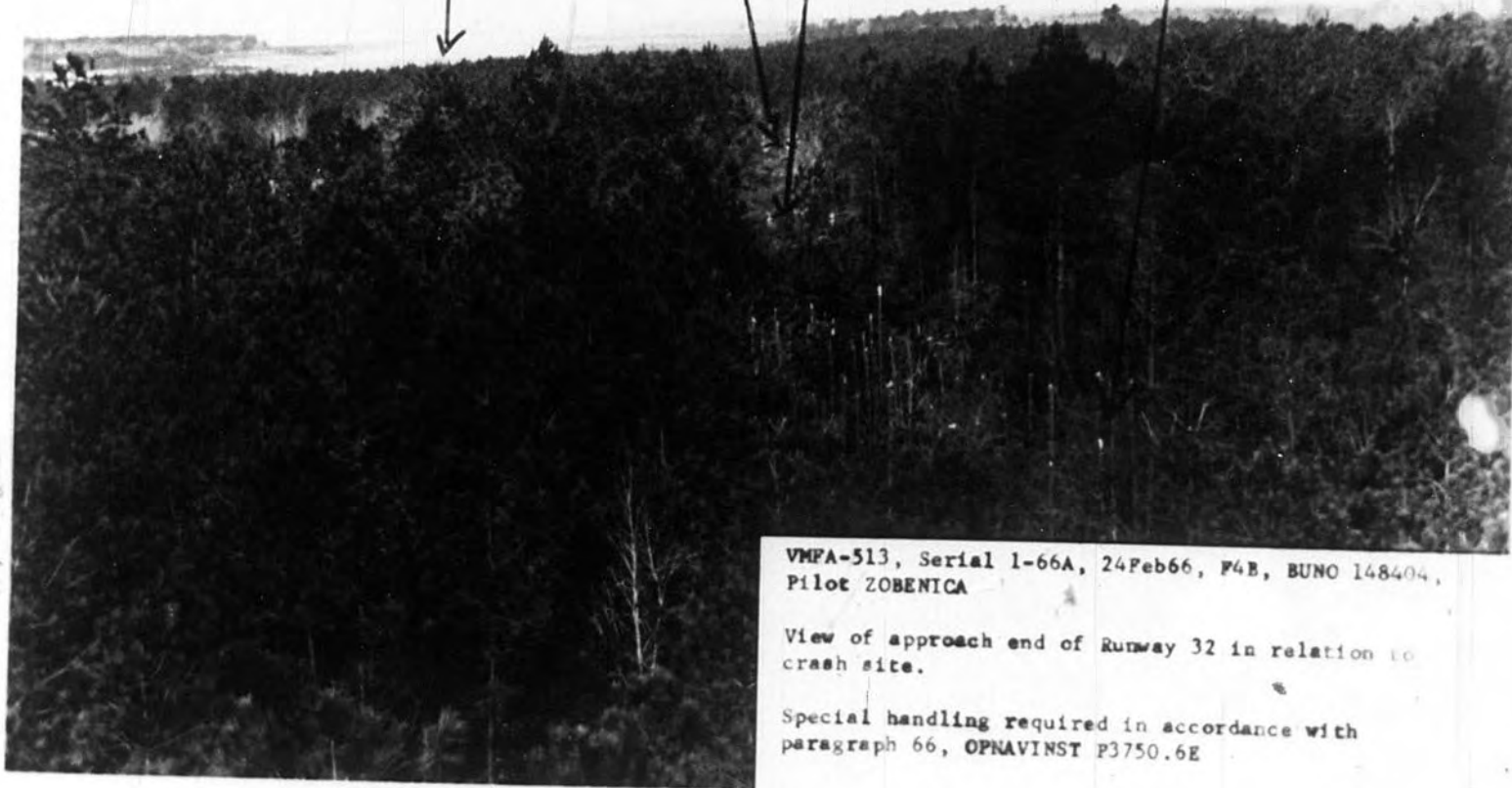
f. Any photographs: See AFRP 3-66

Runway 32

AIRCRAFT

INITIAL IMPACT
WITH GROUND

INITIAL IMPACT
WITH TREES



VMFA-513, Serial 1-66A, 24Feb66, F4E, BUNO 148404,
Pilot ZOBENICA

View of approach end of Runway 32 in relation to
crash site.

Special handling required in accordance with
paragraph 66, OPNAVINST P3750.6E



VMFA-513, Serial 1-66A, 24Feb66, F4B, BUNO 148404,
Pilot ZOENICA

View of path aircraft skidded over ground - 325° MAG

Special handling required in accordance with
paragraph 66, OPNAVINST P3750.6E



WMA-513, Serial 1-66A Feb 66, F4B, BUINO 148404,
Pilot ZOBENICA

Aerial view of main wreckage.

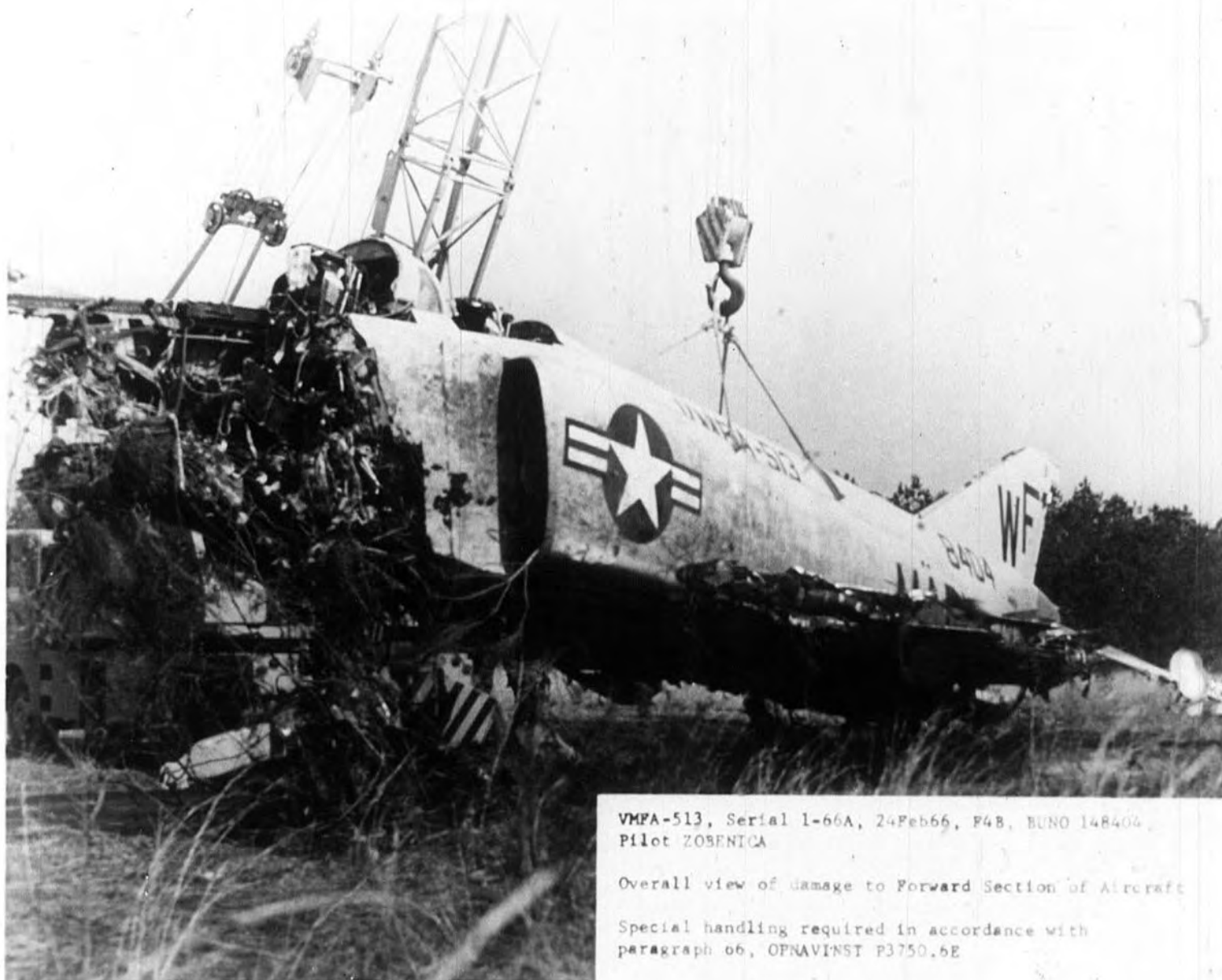
Special Handling required in accordance with
paragraph 66, OPNAVINST P3750.6E



W2A-513, Serial 1-66A, 24Feb66, F4B, BUNO 148404,
Pilot ZOBENICA

RTG's STRIMER Panel

Special handling required in accordance with
paragraph 66, OPNAVINST P3750.6E



VMFA-513, Serial 1-66A, 24Feb66, F4B, BUNO 148404
Pilot ZOSENICA

Overall view of damage to Forward Section of Aircraft

Special handling required in accordance with
paragraph 06, OPNAVINST P3750.6E



VMFA-513, Serial 1-66A, 24Feb66, F4B, BUNO 148404,
Pilot ZOBENICA

Damage to underside of aircraft

Special handling required in accordance with
paragraph 66, OPNAVINST P3750.6E

VMFA-513, SER 1-66A, 24 February 1966, F4E, BuNo 149404, pilot ZUBENICA
STATEMENT OF SECOND LIEUTENANT G. G. MEYERS (b) (6) 6802 USMC

(b) (5)



G. G. Meyers
G. G. MEYERS
LT USMC
METEOROLOGY OFFICER

"Special Handling Required in
Accordance with Paragraph 66,
OPNAVINST P3750.6E."

ENCLOSURE (22)

ARR Supp

#51/02/66

Cog MCM

NNNN

NASD DE COMM NR051/02

DGA242ADP145

PP RUCKDG

DE RUCKDP 084 0611950

ZNY EEEEE

P R 022000Z

FM BWFRRLANT

TO RUCKEK/MARFITATKRON FIVE ONE THREE

RUCKEK/CG MCAS CHERPT

INFO RUECM/BUWERS

RUCKHD/CG FMFLANT

RUCKEK/CG SECOND MAW

RUCKDA/COMNAVAIRLANT

RUCKDG/NAVAVNSAFECEN

RUEGFA/NAVIAIRTECHSERFAC PHILA

RUCKEK/MARAIRGRU TWO FOUR

BT

F4B BUNO 148404 AIRCRAFT ACCIDENT COMPONENT FAILURE ANALYSIS OF

A. MARFITATKRON FIVE ONE THREE 020005Z

B. BWFRRLANTINST 4730.17A

C. BUWERSINST 4730.6

D. 1. TRANSMITTER ANGLE OF ATTACK

2. ALTIMETER FRONT COCKPIT

3. ALTIMETER REAR COCKPIT

4. CENTRAL AIR DATA COMPUTER

E. 1. R 6610-073-8594-VTRF, SLZ9170, AFE 322

PAGE TWO RUCKDP 084 UNCLAS E F T O

2. R 6615-895-3854-VAPX B30072-10-004, 1149

3. VH6610-736-4376-VAHN, B2953410-004, 7870

4. RG6610-876-2819-VCNS, 42400-87, 91-K1C6

1. REFER TO BWFRRLANT CONTROL NR F4-20-66 ALL RELATED CORRESPONDENCE.

2. MARFITATKRON FIVE ONE THREE: REQUEST FORWARD UNITS CITED REF D AND E TO OAR CHERPT ATTN CUSTOMER SERVICE. COMPLY WITH REF B AND C. ADVISE ALCON SHIPPING DATA.

3. MCAS CHERPT: UPON RECEIPT OF SUBJECT UNIT REQUEST PERFORM INVESTIGATION AND ADVISE ALCON RESULTS.

BT

022000Z/MAR 66

F4B/148404 VMFA 513 ARR 2-24

SAFECEN DE COMM NR PPOXPP 003/002

SEKA735

PP RUCKDG

DE RUCKEK 196 0610005

ZNR UUUUU

P 02005Z

FM MARFITATKRON FIVE ONE THREE

TO RUCKDP/BWFRRLANT

INFO RUECH/BUWEPS

RUCKHD/CG FMFLANT

ZEN/CG SECOND MAW

RUCKDA/COMNAVAIRLANT

ZEN/MCAS CHERRY POINT

RUCKDG/NAVAVNSAFCE

RUEGFA/NAVAIRTECHSERFAC

ZEN/MARAIRORU TWO FOUR

BT

FAILURE/MALFUNCTION INVESTIGATION

A. BWFRRLANT INST 4730.17A

B. BUWEPS INST 4730.6

C. OPNAV INST P3750.6E

1. REQ PRIORITY DIR ON FOLLOWING FOUR ITEMS

A. F4B 148404

B. NA

C. 1. NA, O&R CHERPT THIRD QTR 65

2. NA, O&R CHERPT THIRD QTR 65

PAGE TWO RUCKEK 196

3. NA, NONE

4. NA, O&R CHERPT 12-64

D. 1. TRANSMITTER ANGLE OF ATTACK

2. ALTIMETER FRONT COCKPIT

3. ALTIMETER REAR COCKPIT

4. CENTRAL AIR DATA COMPUTER

E. 1. R6610-073-8594 VTRF, SL29170, AFE-322

2. R6615-895-3854 VAPX, B30072 12 004, 1149

3. VH6610-736-4376 VAHN, B23034 12 004, 7870

4. 2RG-6610-876-2019 VCNS, 42400-07, 91-106

F. 1. 10639, NOW 63-0032

2. 89944, NOW 63-0097

3. 89944, NOW 61-0556

4. 70210, NONE AVAILABLE

G. NA

H. AIRCRAFT COLLIDED WITH GROUND ON GCA FINAL THREE QUARTERS OF A MILE SHORT OF THE RUNWAY. STRIKE DAMAGE.

I. NY 250331Z FEB 66

J. ERRONEOUS ALTITUDE INFORMATION A POSSIBLE CAUSE OF ACCIDENT.

K. PARTS BEING HELD THIS ACTIVITY PENDING DISPOSITION INSTRUCTIONS.

BT

F4B 148404 AAR VMFA 513 2-24-66

020005Z

SAFECEN DE COMM NR029/026

DGB752EKA029

RR RUCKDG

DE RUCKEK 738 0562323

ZNR UUUUU

R 252323Z

FM MARFITATKRON FIVE ONE THREE

TO RUECW/CNO

RUCKDG/NAVAL AVIATION SAFETY CENTER

ZEN/CG SECOND MAW

INFO RUECH/BUWEP

RUECEM/CMC

RUCKD/COMNAV FIVE

RUCKHD/CG FMFLANT

RUCKDA/COMNAV AIRLANT

RUCKHC/CINCLANTFLT

RUHLBP/CG FMFPAC

RUWDAK/COMNAV AIRPAC

ZEN/MARAIRGRU TWO FOUR

ZEN/CG MCAS CHERRY POINT

RUWNAW/CG FIRST MAW

RUWDFDF/CG THIRD MAW

RUCBGD/BUWEPREP ST LOUIS

RUWHNF/DIRECTOR AEROSPACE SAFETY NORTON AFB

RUECH/CHNAVMAF

BT

SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT

A. OPNAVINST P3750.6E

B. 250331Z FEB

1. F4B, 148404, VMFA-513, SER 1-SCA, ZOBENICA

2. MCAS, CHERRY POINT, N.C. TO MCAS, CHERRY POINT, N.C. 1.8 HRS.

3. ALFA. AIRCRAFT FUSELAGE AFT OF FRONT SEAT REMAINED INTACT.

SECTIONS OF BOTH WINGS WERE TORN OFF. PORT GEAR DID NOT SEPARATE FROM AIRCRAFT; STBD GEAR DED. PRT DROP TANK SEPARATED; STED DROP TANK DID NOT. NO FIRE OCCURED.

PAGE TWO RUCKEK 738

4. COLLISION WITH GROUND BURING GCA APPROACH TO RUNWAY 32.

5. COLLISION WITH GROUND WAS CAUSE OF ACCIDENT. ESTIMATED ALTITUDE OF INITIAL CONTACT WITH TREES IS 50'. NO APPARENT MALFUNCTION OF AIRCRAFT OR SYSTEMS AT THIS TIME. GCA WAVE OFF WAS INITIATED PRIOR TO CONTACT WITH TREES.

6. W2X1/2L-F 350/8 45/45

7. NONE SUSPECTED

8. YES, DIR WILL BE REQUESTED WHEN SALVAGE COMPLETED.

9. NA

10. DID NOT ATTEMPT EJECTION. EMERGENCY EGRESS FROM RIO COCKPIT NORMAL.

11. NONE

12. PILOT ZOBENICA,

(b)(6) USNA CAMP LEJEUNE, N.C. RIO NO INJURY.

BT

F4B 148404 VMFA-513 AAR 252323Z Feb 2-24-66

29/26/66

Supp AAR

DE RUCKER 611 0560331

ZNR UUUUU

P 250331Z

FM MARFITAKRON FIVE ONE THREE

TO RUECH/CNO

RUCKDC/NAVACIATION SAFETY CENTER

ZEN/CG SECOND MAW

INFO RUECM/BUWEP

RUECEM/CMC

RUCKD/COMNAB FIVE

RUCKHC/CINCLANTFLT

RUCKDA/COMNAVAIRLANT

RUMDAF/COMNAVAIRPAC

RUCKHD/CG FMFLANT

RUHLBP/CG FMFPAC

ZEN/CG MCAS CHERPT

ZEN/MARAFIRGRU TWO FOUR

RUMNAW/CG FIRST MAW

RUMDFD/CG THIRD MAW

RUCBGD/BUVEPREP ST LOUIS

RUMHNF/DIRECTOR AEROSPACE SAFETY, NORTON AFB

RUECC/CHNAVAT

BT

(CODE AAP)

PRELIMINARY MSG RPT OF AAR

1. OPNAVINST P3750.6E

2. F4B 148404 MARFITAKRON 513

3. 24 FEB 66, 1835R, 3/4 MILE SHORT OF RUNWAY 32 MCAS CHERPT NC

4. 1A2, NAVIGATIONAL TRAINING FLIGHT

5. ALFA

6. DURING GCA APPROACH PILOT WAS ADVISED HE WAS BELOW GLIDE SLOPE, RIO CHECKED ALTIMETER, READ 200,, LOOKED OUTSIDE AIRCRAFT SAW TREES. PILOT WAS

PAGE TWO RUCKER 611 UNCLAS

WAS INITIATING WAVE OFF AS RIO STARTED TO CALL WAVE OFF. AIRCRAFT HIT THE TREES AND IMPACT WITH GROUND.

6. RONALD M. ZOENICA, 1/LT, (b) (6) USMC, 7398, ACTIVE, D

7. ROBERT D. MILLER, MAJ, (b) (6) USMC, 7352, ACTIVE, G

8. N/A

9. NO ATTEMPT TO EJECT.

BT

F4B/148404

VMFA 513 AAR

2-24-66

250331Z/FEB

NNNNDBB345EKA759
RR RUCKDG
DE RUCKER 800 0832350
ZNR UUUUU
R 242350Z

FM CG MCAS CHERBENT
TO ZEN/MARFITATKRON FIVE ONE THREE
INFO RUECH/BUWEP
RUCKDP/BWFRRLANT
RUCKDA/COMNAVAILANT
RUCKHD/CG FMFLANT
ZEN/CG SECOND NAV
RUCKDG/NAVAVNSAFE CEN
RUEGFA/NATSF
ZEN/MARAIRGRU TWO FOUR
RUCBGD/BWR ST LOUIS
BT

UNCLAS
BUWEP PASS TO RA-261, RAAV-91, FAE-3326, FAE-411
FAILURE/MALFUNCTION INVESTIGATION. PRIORITY DISASSEMBLY AND INSPECTION
REPORT NO. 021.

A. MARFITATKRON FIVE ONE THREE 020005Z

B. BWFRRLANT 022000Z NOTAL.

1. BWFRRLANT CONTROL NUMBER F4-22-66

2. A. F-4B BUMO 148404 ALTIMETER, PRESSURE, COUNTER POINTER, P/NB
B3007210004, SER NO 1149.

B. F-4B BUMO 148404 ALTIMETER, PRESSURE, COUNTER POINTER, P/N
B299

FHB 148404 VMFA 513 AAR 2-24-66